

REPORTED REBELLION IN Kiangsu and Shantung.

VILLAGES AND TOWNS SACKED. MISSION HOUSES BURNED DOWN. GERMAN MISSIONARY KILLED.

(Special Telegram from Our Own Correspondent.)

Shanghai, Friday, July 3, 6.46 p.m.

A serious rebellion has broken out on the borders of the Kiangsu and Shantung provinces. The societies called the Kiangsu and the Tachowai, offshoots of the Koloa-hwei, have instigated the rising. Several villages and small towns have been captured by the rebels, the mandarins having been taken by surprise. Many French missions are reported to have been destroyed, the houses of the converts burnt, the people scattered, and two killed. It is also reported that a German Roman Catholic missionary has been killed in Shantung.

ANTI-FOREIGN MOVEMENT IN Szechuen.

FOREIGN LADY MISSIONARY ABDUCTED.

Alarming reports also reach Shanghai from Szechuen, showing that an anti-foreign movement is recommending in that province, and it is reported that a foreign lady missionary has been abducted.

ANOTHER REBELLION IN FORMOSA.

REPORTED MURDER OF A PARAGRAPH MERCHANT.

(From an Occasional Correspondent.)

Anping, July 1.

A rebellion has just occurred at Hoonim, which has resulted, most unfortunately, in the murder of a Paragraf merchant. I have just returned from Hoonim, having just by a few days escaped the attack made on that city by the rebels. The Japanese have carried on such a perfunctory persecution of the people, ravaging their women, and imprisoning and beheading innocent as well as guilty, that the people turned on them at last. The Japanese, however, sent up reinforcements, estimated at 1000 strong, after the rebels, but failing to catch them they burned dozens of villages and butchered the inoffensive inhabitants. The Chinese then made an attack on a few Japanese located at Hoonim. Mr. D. D. Ollie, a Paragraf merchant who was residing there at the time, is believed to have been killed. He is supposed to have been taken for a Japanese in the melee, and killed. Another Paragraf, named Patel, has escaped. I do not know as yet how many Japanese escaped.

A gentleman in Hongkong who is well acquainted with affairs in Formosa has given me some particulars of the state of the country. The unprotected state of the roads has given thieves splendid opportunities of committing robberies. A number of robberies have been committed on natives, but these have not been taken notice of. When a shop of a Japanese merchant was broken into, however, the Japanese officers proceeded with a vengeance to clear out the robbers. All the villages round the district where the robbery occurred were burned to the ground. By these means the bands of robbers were augmented, as the people having no houses to resort to joined the robbers. By the death of Mr. D. D. Ollie, head of the firm of Messrs Dinsbaw & Co. of Formosa, matters have been brought to a crisis. Mr. Ollie was upwards of seventy years of age and exceptionally deaf, and is reported to have been a powerful man with plenty of daring. He went up to the camp of the districts sometime in March with a number of other representatives of different firms to see into the stoppage of trade. He returned, but almost immediately afterwards went back to Hoonim. He stayed behind when the other representatives of Amoy merchants had gone away. Mr. Ollie came from India a great many years ago, and afterwards set up as an opium merchant, carrying on his business at Amoy and in Formosa. He had a habit of going into the country and staying for six months at a time, and had a very intimate knowledge of the country. It is to be hoped that the news to hand that he is dead may not prove true, and that he may yet turn up.

Old Mr. Chapman sat down at the table and ordered a glass of milk. "See here," he called to the waiter, and his voice was full of indignation, "here's a cow's hair floating around in this milk." "Well, sir," the waiter made answer, "silly rubbing his hands together, 'you wouldn't expect to find a horsehair in milk, would you?"

We much regret to announce the demise of Mr. H. L. Dwyer, who took place in Bombay on the 10th June. Mr. Dwyer was an old resident of this port, and his death will be deplored by his many friends in China.—*Amoy Gazette.*

ANOTHER—This is a lovely engagement ring you gave the last night, dear; but what do the initials 'E. O.' mean on the inside? Edwin (who has bestowed the ring before and had it back)—Why—or that is—don't you know? This is the new way of stamping diamonds.

"You have some very valuable property, I believe," said the tall man carefully. The little man looked at him sharply. "That depends," he said. "Depends on what? On whether you want to buy it or assess it."

FORNISH Employer (engaging porter)—Yes, the hours are certainly rather long, and that's why I want some one who is accustomed to confinement. Applicant—Then I'm your man, sir; I've had seven years' experience in the County Jail.

REUTER'S TELEGRAMS.

[Supplied to THE CHINA MAIL.]

LONDON, July 2, 1896.

GREAT BRITAIN, FRANCE AND MADAGASCAR.

Mr. Curzon, in reply to a question in the House of Commons, said that negotiations between Great Britain and France still continue regarding France's claim to establish a protective tariff in Madagascar.

THE UGANDA RAILWAY.

A resolution authorizing the outlay of three millions sterling for the construction of the Uganda railway was carried in the House of Commons by a majority of two hundred.

CRETE STILL DISTURBED.

Fighting continues in Western Crete. (L'Extreme Orient.)

THE CRETEAN QUESTION.

Paris, June 24.

The understanding between the whole of the Powers on the subject of Crete is complete.

THE STRIKE IN ST. PETERSBURG.

The strike of the hands in St. Petersburg is at an end.

PIFFLE.

Paris, June 25.

The French squadron was welcomed as cordially at Ferrol as it was at Corraza.

The crowds of Spaniards cheer the French sailors with cries of "Vive l'Alliance Franco-Russe-Espagnole!" The same view has been expressed at several baquetts.

OBITUARY.

Paris, June 28.

The Duke of Nemours is dead.

We take the following sketch of the deceased Prince's career from *Men and Women of the Times*:

Nemours, Louis Charles Philippe Raphael d'Orléans, Duc de Nemours, was born in Paris, Oct. 25, 1814. He received his education in the Collège Henri IV., and was still a child when Charles X., in accordance with ancient custom, appointed him colonel of the first regiment of Chasseurs de Orléans, at the head of which he made his entry into Paris, Aug. 3, 1830. In Feb. 1831, being in 1837 promoted to the rank of Lieutenant-General. The premature death of his father, the Duc d'Orléans (July 13, 1849), placed the Duc de Nemours in a position of great importance. Contrary to the traditions of the old monarchy, which were in favour of the mother of the heir presumptive being declared Regent, a bill was introduced, conferring the regency on the Duc de Nemours, and carried in the Chamber of Deputies by a majority of 216 votes, and afterwards, in the Peers by 163.

His position was, however, not so secure as it appeared to be. The Duc de Nemours did not appear to ratify this law, which the general apprehension of danger caused to be abandoned in 1848. After the Revolution of February the Duc de Nemours quitted France, and joined the members of the exiled family at Clamont; and he did not return to his native country until after the downfall of the empire in 1870. He has since played a very insignificant part in royalist affairs. In 1888 he was struck off the French Army List when his family had expelled from France. He married, April 27, 1840, Victoire-Auguste Antoinette, Duchess of Saxo-Coburg-Gotha (born Feb. 14, 1822; died Nov. 10, 1887), by whom he had issue two sons, Prince Louis Philippe Marie Ferdinand Gaston d'Orléans, Comte d'Eu, and Prince Ferdinand Philippe Marie d'Orléans, Duc de Alençon, born July 13, 1844; and two daughters, the eldest of whom, the Princess Marguerite Adolphe Marie d'Orléans, born Feb. 16, 1846, was married at Clamont to Prince Ladislas Casimirski, Jan. 16, 1874, and died in Paris in October, 1893.

THE EARTHQUAKE IN JAPAN AS REPORTED IN EUROPE.

The number of victims of the earthquake in Japan is now estimated at 23,000 killed and 8,000 injured.

RUSSIAN INTERFERENCE IN EGYPT.

According to the *Times*, Russia is disposed to demand the neutrality of Egypt under the control of Europe.

(Le Courrier d'Haiphong.)

ARTON THE DYNAMITARD.

Paris, June 28.

Arton has been convicted of complicity in the dynamite outrages, and has been sentenced to six years' hard labour.

ATTEMPTED ASSASSINATION OF THE NEW SHAH.

An attempt has been made to assassinate the New Shah of Persia in Teheran. The Shah was not struck. His assailant has been arrested.

SUPREME COURT.

IN SUMMARY JURISDICTION. (Before Mr. T. Sercombe Smith, Acting Puisne Judge.)

Friday, July 3.

YOUNG SHY KAM C. HON. V. A. COOPER AND OTHERS.

This is a test case as to the right of the Board to enter premises and pull down cookshops without a Magistrate's order.

The action was brought to recover \$250 damages from Hon. E. A. Cooper, Dr. J. M. Atkinson, Mr. H. B. Leithbridge, Dr. F. W. Clark, Mr. N. J. Ede, and P. O. Rao.

Mr. J. Hastings (of Mr. V. H. Deacon's office) appeared for the plaintiffs, and Mr. A. B. Johnson, Crown Solicitor, appeared for the defendants.

Mr. Hastings asked his Lordship to fix a day for the hearing of the action.

His Lordship said he would take the case on Wednesday next at 10.15 a.m.

Amazon Pianos, Art Models, very fine, \$400/450; Cash Pianos, small but excellent, \$175/225.—W. Robinson & Co.

THE POISONING FATALITY AT SINGAPORE.

THE VERDICT.

At Singapore an inquest was held into the cause of the death of the late Mr. D. T. Robertson, accountant to the Chartered Bank of India, Australia and China.

The verdict returned was death from poisoning by arsenic accidentally self-administered.

Dr. Both, who analyzed the stomach of the deceased, said the congested state of the duodenum could not be due to an irritant poison, because the stomach had been in a worse condition than it was.

Analysis showed the absence of mineral poisons, including iodine, as well as oxalic acid or other organic irritants. He isolated small quantities of chloroform, acetic acid and acetic, insufficient to account for death, but the quantity present must have been larger originally, judging from the perfectly empty state of the stomach.

The bottles produced, K and H containing chloroform. The chloroform presumably taken was from bottle K, which contained chloroform. Witness found chloroform in the liquid in the bottom of the tumbler. Bottle K was a half-ounce bottle, and only about a third of it was gone.

The liquid in bottle I, labelled "Bunter's Nerveine," contained both opium and acetic acid. Both opium and acetic acid were found in the stomach and in the vomit of the deceased. There was no opium or acetic acid in the glass on the table. Bottle I when full would contain between six and ten grains of acetic acid. Nerveine was principally used for external application for neuralgia or toothache.

A tenth of a grain of average acetic acid was a fatal dose. It was a very powerful poison indeed. There was possibly one fatal dose in every 2½ drops in bottle I. It did not follow that the contents of the bottle was Bunter's Nerveine at all. Possibly the bottle might have been refilled. The signs were in accordance with acetic poisoning, and the effect would be intensified by the prussic acid and the chloroform in the chloroform.

It may not be pertinent, but I have a sneaking regard for the Boer. This regard has been enhanced by the eloquence displayed by President Kruger over the Jameson raid.

The following story, though it is told at our expense, may amuse those of your readers who have not seen it before.—A group of Boers were discussing the British flag—the same on which the gun never sets. There was great ignorance and much difference of opinion on the subject until an old patriarch clad in a blue shirt and soiled yellow mousie trousers arose. His rifle was slung over his right arm, his beard was long and white, his face was yellow with seventy years' exposure to the sun, and his eyes, once keen, were dull. He knew nothing about the English, was ignorant of their language, their ways and their grievances, but he was sold on the color of the flag: that the sun always shines on. When he stood up there was a murmur of "Oom Poot" and a respectful pause. "The English flag," he said, "is an air of placid certainty, 'is white.' There was a general cry of exaltation, which had no sort of effect on the old warrior. "Don't I know?" he asked, gently. "I have seen it; seen it three times—once at Majuba, once at Bronckhorst and once at Doornkop. Each time it was hoisted and each time it was white." And that settled it.

"To not that I yearn in sweet pity To fall on the neck of the day? But I feel that you waste the day. For I have seen it three times—once at Majuba, once at Bronckhorst and once at Doornkop. Each time it was hoisted and each time it was white." And that settled it.

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the shovel hat and the apron seems calculated to make the judicious gripe.

But, after all who is to decide on the recreation of our persons? The person may play cricket, football, and tennis, chess, draughts and backgammon, swim and row, why should he not have his game of whist or billiards, or perambulate on a bicycle? It is not a matter of taste or religion; on the contrary, it is more often a question of cost. A person has as much right as a layman to recreate his body, and I think our sports are all the better because of the interest taken in them by the clergy. More power to them.

It may not be pertinent, but I have a sneaking regard for the Boer. This regard has been enhanced by the eloquence displayed by President Kruger over the Jameson raid.

The following story, though it is told at our expense, may am

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOU.
The Co's Steamship *Thales*, Captain Douglas, will be despatched for the above Ports TO-MORROW, the 5th Instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LARLILL & Co., General Managers.
Hongkong, July 4, 1896. 1340

FOR SINGAPORE, PENANG AND CALCUTTA.
The Steamship *Catherine Apsara*, Capt. J. G. Oates, will be despatched for the above Ports on MONDAY, the 6th July, at 3 p.m., instead of as previously advertised.
For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.
Hongkong, July 3, 1896. 1318

OCEAN STEAMSHIP COMPANY.
FOR SHANGHAI VIA AMOY.
(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZE).
The Co's Steamship *Myrionion*, Captain Brown, will be despatched as above on MONDAY, the 6th Instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, July 2, 1896. 1348

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM FOR SINGAPORE, PENANG, COLOMBO, MADRAS, KURASHI, ADEY, SUEZ, PORT SAID, BRINDISI, VENICE, TRIESTE.
(Also to NATAL, EAST LONDON, PORT ELIZABETH & CAPE TOWN).
(Taking Cargo & Passengers at through rates for CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS).
The Co's Steamship *Gisela*, Capt. de Griesen, will be despatched as above on MONDAY, the 6th July.
Cargo will not be received on board after 3 p.m. prior to date of sailing.
For further information as to Passage and Freight, apply to SANDER & Co., Agents.
Hongkong, June 30, 1896. 1320

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
The Co's Steamship *Agnes*, Captain Stevens, will be despatched as above on MONDAY, the 6th July.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, June 18, 1896. 1244

OHINA NAVIGATION COMPANY, LIMITED.
FOR HIRTSIN.
The Steamship *Koching*, Capt. Orenschneider, will be despatched on MONDAY, the 6th July.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, June 26, 1896. 1302

SHIRE LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.
The Steamship *Carnarvonshire*, Captain Strook, will be despatched for the above Ports at Noon on TUESDAY, the 7th July, instead of as previously advertised.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1180

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
The Steamship *Mermon*, Captain B. Brown, will be despatched as above on TUESDAY, the 7th Instant, at 4 p.m.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, July 2, 1896. 1349

WARSAW LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.
The Steamship *Kagoshima Maru*, Captain Tsuru, will be despatched for the above Ports on THURSDAY, the 8th July.
This Steamer is fitted up with Accommodation for every class of Passengers.
For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, July 2, 1896. 1321

NIPPON YUSEN KAISHA.
JAPAN-EUROPE LINE.
STEAM FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.
The Co's Steamship *Kagoshima Maru*, Captain Tsuru, will be despatched for the above Ports on THURSDAY, the 8th July.
This Steamer is fitted up with Accommodation for every class of Passengers.
For Freight or Passage, apply to NIPPON YUSEN KAISHA.
Hongkong, July 2, 1896. 1321

SHIRE LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND YOKOHAMA.
The Steamship *Marionathshire*, Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 8th July.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 1, 1896. 1380

FOR KOBE AND YOKOHAMA.
The Steamship *Mascotte*, will be despatched for the above Ports at Noon, on THURSDAY, the 9th Instant.
For Freight or Passage, apply to BRADLEY & Co., Agents.
Hongkong, July 2, 1896. 1344

MILBURN LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship *Hankow*, Captain Oke, will be despatched for the above Port at Noon, on THURSDAY, the 9th July, instead of as previously advertised.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1205

THE OHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Transhipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Co's Steamship *Felting*, H. L. Angus, Commander, will be despatched as above on or about the 10th July.
For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, June 25, 1896. 1263

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co's Steamship *Achilles*, Captain Harvey, will be despatched as above on MONDAY, the 13th July.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, July 1, 1896. 1334

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
OHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
Allmore... Wednesday | 16th July.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship *Allmore* will be despatched hence for VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, the 15th July.
Consular Invoice of Goods for United States should be in quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, July 2, 1896. 1305

RICKMERS REGULAR LINE OF STEAMERS.
FOR MARSEILLES, HAVRE AND HAMBURG.
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).
The Co's Steamship *Maria Rickmers*, Captain E. Brze, will be despatched as above on THURSDAY, the 30th July.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, July 1, 1896. 1331

SHIRE LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.
The Steamship *Monmouthshire*, Captain Evans, will be despatched for the above Ports on or about the 5th July.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1343

Shipping.

Steamers.

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
The Steamship *Marionathshire*, Captain Davies, will be despatched for the above Ports on WEDNESDAY, the 8th July.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 1, 1896. 1380

FOR KOBE AND YOKOHAMA.
The Steamship *Mascotte*, will be despatched for the above Ports at Noon, on THURSDAY, the 9th Instant.
For Freight or Passage, apply to BRADLEY & Co., Agents.
Hongkong, July 2, 1896. 1344

MILBURN LINE OF STEAMERS.
FOR NEW YORK VIA SUEZ CANAL.
The Steamship *Hankow*, Captain Oke, will be despatched for the above Port at Noon, on THURSDAY, the 9th July, instead of as previously advertised.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1205

THE OHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON, VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Transhipment Cargo for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)
The Co's Steamship *Felting*, H. L. Angus, Commander, will be despatched as above on or about the 10th July.
For Freight, etc., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, June 25, 1896. 1263

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
The Co's Steamship *Achilles*, Captain Harvey, will be despatched as above on MONDAY, the 13th July.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, July 1, 1896. 1334

THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
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PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
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For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, July 2, 1896. 1305

RICKMERS REGULAR LINE OF STEAMERS.
FOR MARSEILLES, HAVRE AND HAMBURG.
(Taking Cargo at through rates to RED SEA, MEDITERRANEAN AND BLACK SEA PORTS).
The Co's Steamship *Maria Rickmers*, Captain E. Brze, will be despatched as above on THURSDAY, the 30th July.
For Freight, apply to ARNHOLD, KARBERG & Co., Agents.
Hongkong, July 1, 1896. 1331

SHIRE LINE OF STEAMERS.
FOR HAVRE, HAMBURG AND LONDON.
The Steamship *Monmouthshire*, Captain Evans, will be despatched for the above Ports on or about the 5th July.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, July 2, 1896. 1343

Sailing Vessels.
FOR NEW YORK.
The 3/3 A.I.L. American Ship *Manuel Flaque*, Captain SHALL, will load here for the above Port and will have quick despatch.
For Freight, apply to SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

FOR BALTIMORE.
The 3/3 L.I.L. American Ship *Isaac Reed*, Captain F. D. Ward, will load here for the above Port, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co.
Hongkong, June 30, 1896. 1301

SHIPPING.
Sailing Vessels.
FOR NEW YORK.
The 3/3 A.I.L. American Ship *Manuel Flaque*, Captain SHALL, will load here for the above Port and will have quick despatch.
For Freight, apply to SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

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Hongkong, June 30, 1896. 1301

SHIPPING.
Sailing Vessels.
FOR NEW YORK.
The 3/3 A.I.L. American Ship *Manuel Flaque*, Captain SHALL, will load here for the above Port and will have quick despatch.
For Freight, apply to SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 3/3 A.I.L. American Ship *Charles E. Moody*, Captain LEONARD, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co.
Hongkong, June 30, 1896. 1322

FOR SAN FRANCISCO.
The 100 A.I. British Ship *Socotra*, Romer, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co.
Hongkong, May 21, 1896. 1052

MAILS.
THE 3/3 A.I.L. American Ship *Charles E. Moody*, Captain LEONARD, shortly expected here, will load for the above Port, and will have quick despatch.
For Freight, apply to ARNHOLD, KARBERG & Co.
Hongkong, June 30, 1896. 1322

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEY, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship *PESHAWUR*, Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 16th July, at Noon, taking Passengers & Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CARTHAGE*, leaving that port on the 7th AUGUST, for LONDON Direct).

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bill of Lading.

For further Particulars, apply to H. A. BITCHIE, Superintendent.
P. & O. S. N. Co.'s Office, Hongkong, July 2, 1896. 1342

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.
VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR of NORTH AMERICA, via the UNITED STATES and CANADA, and to EUROPE.

HONGKONG TO LONDON, \$400.
Excellent accommodation. First class Table. Doctor and STEWARDSSMAN carried.
HONGKONG TO NEW YORK, \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK TOUR. Passengers to EUROPE may proceed by one of the first class TRANSIT MAIL LINES.

HONGKONG TO TACOMA, \$325.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
Victoria... 3.167 | Saturday | July 11.
Olympia... 2.608 | Wednesday | July 29.
Braemar... 3.601 | Sunday | Aug. 16.
Tacoma... 2.649 | Thursday | Sept. 3.
Victoria... 3.167 | Monday | Sept. 21.
Olympia... 2.608 | Friday | Oct. 9.

THE Steamship *VICTORIA*, Captain A. Gove, sailing at Noon, on SATURDAY, the 11th July, will proceed to VICTORIA (B.C.), and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States should be in quadruplicate, and one copy must be sent forward by the Steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash. Parcels must be sent to our Office (with address marked in full) by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, June 23, 1896. 1279

JAVA-CHINA-JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.
PROPOSED SAILINGS.
(Subject to Alteration.)
JAVA-HONGKONG-YOKOHAMA-KOBE-AMOI-HONGKONG-SINGAPORE-JAVA.

FROM HONGKONG TO JAPAN.
S.S. *Germantia*... June.
S.S. *Federatia*... July.
S.S. *Cassius*... August.
TO JAPAN.
S.S. *Cassius*... June.
S.S. *Germantia*... July.
S.S. *Federatia*... August.
General Agents for China & Japan: LAUS, WEGENER & Co.
Hongkong, June 4, 1896. 499

SHIPPING.
Sailing Vessels.
FOR NEW YORK.
The 3/3 A.I.L. American Ship *Manuel Flaque*, Captain SHALL, will load here for the above Port and will have quick despatch.
For Freight, apply to SIEMSEN & Co.
Hongkong, June 8, 1896. 1170

Mails.

Occidental & Oriental Steam-Ship Company.

PAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Belgia (via Amoy, Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) SUNDAY, July 5, at daylight.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) TUESDAY, July 21, at noon.
Gaelic (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) SATURDAY, Aug. 8, at noon.

THE Steamship *Belgia* will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 5th July, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. (Rates and particulars of the various routes may be obtained upon application.)

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa), within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, July 4, 1896. 1231

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
Felic (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) SUNDAY, July 12, at daylight.
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) WEDNESDAY, July 29, at noon.
City of Peking (via Nagasaki, Kobe, Inland Sea, Yokohama, Honolulu) SUNDAY, August 16, at daylight.

THE U. S. Mail Steamship *PERU* will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 5th July, at Daylight, taking Passengers and Freight to Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first-class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Overland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.
STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE AND BORDEAUX.

ALSO PORTS OF BRAZIL & RIVER PLATE.
ON WEDNESDAY, the 8th July, at Noon, the Company's Steamship *OCEANIAN*, Commandant SCHMITZ, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this Port for MARSEILLES via Ports of Call, without transhipment.

Cargo and Spoils will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 a.m. Spoils and Parcels until 3 p.m. on the 7th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, June 24, 1896. 1287

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM FOR SINGAPORE, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)
Prussen... Tuesday | July 21.
Sachsen... Tuesday | August 18.
Bayern... Tuesday | September 15.
Erika Heinrich... Tuesday | October 13.
Prussen... Tuesday | November 10.
Bayern... Tuesday | December 8.
Erika Heinrich... Tuesday | January 5.
Prussen... Tuesday | February 2.
Erika Heinrich... Tuesday | March 2.

ON TUESDAY, the 21st day of July, 1896, at 9 a.m., the Company's S.S. *PREUSSEN*, Captain P. VERTIS, with MAILS, PASSENGERS, SPOILS, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on SATURDAY, the 18th July. Cargo and Spoils will be received on board until 5 p.m. on MONDAY, the 20th July, and Parcels until 3 p.m. on MONDAY, the 20th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELOCHERS & Co., Agents.
Hongkong, June 26, 1896. 1298

INSURANCES.
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1894, £1,371,018 2s. 2d.
Authorized Capital... £3,000,000.00
Subscribed Capital... £2,750,000.00
Paid-up Capital... £287,500.00
Fire Fund... £2,410,927.37
Revenue Fire Branch... £1,546,866.18 7d.

HAVING been appointed AGENTS of the above Company we are prepared to accept REINSURANCE and CHARGE RISKS at Current Rates.

SHEWAN & Co., Agents.
13 July, 1896.

UNION ASSURANCE SOCIETY.
(Instituted in the Reign of Queen Anne A.D. 1714).
CAPITAL FULLY SUBSCRIBED, £450,000.
CAPITAL PAID UP, £150,000.
TOTAL INVESTED FUNDS, £2,700,000.
TOTAL ANNUAL INCOME, £250,000.

THE Undersigned, having been appointed AGENT of the above Society in Hongkong, is prepared to issue POLICIES against FIRE on the usual terms.

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to Jardine's Wharf.
 3. From Jardine's Wharf to the Harbour Master's Office.
 4. From Harbour Master's Office to the P. and O. Office.
 5. From P. and O. Office to Pedlar's Wharf.
 6. From Pedlar's Wharf to the Naval Yard.
 7. From Naval Yard to Blue Buildings.
 8. From Blue Buildings to East Point.
 9. From East Point to Kowloon Wharf.
 10. Kowloon Wharf.
 11. Jardine's Wharf.

Vessel's Name.	Flag.	Tonnage.	Date of Arrival.	Discharge or Agents.	Destination.	Remarks.
Steamers.						
Admiral	Brit.	319	June 16	A. R. Marty	.....	K'loon Dock
Africa	Brit.	2334	June 27	Dudwell, Carhill & Co.	.....	K'loon Dock
Albion	Brit.	1190	June 20	Chinese	.....	K'loon Dock
Anker Head	Brit.	1250	June 10	Dudwell, Carhill & Co.	.....	K'loon Dock
Arakawa	Japan.	1835	July 2	Mitsui Bussan Kaisha	.....	K'loon Dock
Asama	Japan.	654	July 4	A. R. Marty	.....	K'loon Dock
Azuma	Brit.	2050	April 18	Bradley & Co.	San Francisco	to-morrow
Batavia	Brit.	2635	June 23	O. S. S. Co.	.....	6th inst.
Batavia	Brit.	1452	June 21	Gibb, Livingston & Co.	.....	6th inst.
Catharine	Brit.	1733	June 20	David Sassoon, Sons & Co.	S'pore & Calcutta	6th inst.
Cheong Chee	Brit.	1312	July 4	Chinese	Amoy	6th inst.
Chien	Brit.	1240	June 29	Water & Co.	Shanghai	6th inst.
Chien	Brit.	875	July 3	M. S. N. Co.	.....	6th inst.
Chien	Brit.	1240	June 15	Shewan & Co.	.....	6th inst.
Chien	Brit.	1037	June 26	Yuen Fat Hong	.....	6th inst.
Chien	Brit.	974	July 2	Melchers & Co.	.....	6th inst.
Chien	Brit.	938	May 25	Water & Co.	.....	6th inst.
Chien	Brit.	1133	June 28	Water & Co.	.....	6th inst.
Chien	Brit.	738	June 30	A. R. Marty	.....	6th inst.
Chien	Brit.	3275	July 3	Nippon Yusen Kaisha	.....	6th inst.
Chien	Brit.	1103	June 30	Jensen & Co.	.....	6th inst.
Chien	Brit.	485	June 24	Chinese	.....	6th inst.
Chien	Brit.	2018	June 21	Bradley & Co.	.....	6th inst.
Chien	Brit.	800	July 4	Johnson & Co.	.....	6th inst.
Chien	Brit.	1223	July 1	Butterfield & Swire	.....	6th inst.
Chien	Brit.	125	June 12	Order	.....	6th inst.
Chien	Brit.	803	June 21	Douglas Steamship Co.	.....	6th inst.
Chien	Brit.	1311	June 18	Dudwell, Carhill & Co.	.....	6th inst.
Chien	Brit.	778	July 3	D. M. Wright	.....	6th inst.
Chien	Brit.	1321	June 26	Gibb, Livingston & Co.	.....	6th inst.
Chien	Brit.	1011	July 2	Butterfield & Swire	.....	6th inst.
Chien	Brit.	1735	July 2	Gibb, Livingston & Co.	.....	6th inst.
Chien	Brit.	1488	June 30	Jardine, Matheson & Co.	.....	6th inst.
Chien	Brit.	1154	June 30	Dudwell, Carhill & Co.	.....	6th inst.
Chien	Brit.	1889	June 18	Chinese	.....	6th inst.
Chien	Brit.	1510	June 14	Dudwell, Carhill & Co.	.....	6th inst.
Chien	Brit.	862	April 10	Yuen Fat Hong	.....	6th inst.
Chien	Brit.	813	July 2	Douglas Steamship Co.	.....	6th inst.
Chien	Brit.	1991	June 30	Dudwell, Carhill & Co.	.....	6th inst.

Mer British Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	L.H.P.	Captain.	Where at.
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore
Admiral	twelve-masted	3600	21	7030	Captain Robert L. Groome	Singapore

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	4950	32	6000	Captain Ritschhoff	Vladivostok
Admiral Nakhimoff	Russian cruiser	7781	32	9500	Captain Ritschhoff	Vladivostok
Albatross	Austrian gunboat	650	6	400	Captain Ritschhoff	Vladivostok
Albatross	Russian gunboat	810	2	730	Captain Ritschhoff	Vladivostok
Albatross	French cruiser	4330	30	8000	Captain Ritschhoff	Vladivostok
Albatross	German cruiser	2370	18	3400	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	475	4	450	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	6010	22	4400	Captain Ritschhoff	Vladivostok
Albatross	French wooden sloop	1350	14	1000	Captain Ritschhoff	Vladivostok
Albatross	Portuguese gunboat	462	6	400	Captain Ritschhoff	Vladivostok
Albatross	Russian sloop	950	13	1150	Captain Ritschhoff	Vladivostok
Albatross	U. S. cruiser	3600	8	3500	Captain Ritschhoff	Vladivostok
Albatross	Spanish cruiser	3230	22	4400	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	495	4	500	Captain Ritschhoff	Vladivostok
Albatross	U. S. cruiser	2000	16	5400	Captain Ritschhoff	Vladivostok
Albatross	Russian cruiser	6000	16	7000	Captain Ritschhoff	Vladivostok
Albatross	Don Antonio de Ulloa	1200	4	—	Captain Ritschhoff	Vladivostok
Albatross	Don Juan de Austria	1130	14	1600	Captain Ritschhoff	Vladivostok
Albatross	Duguay Trouin	3535	10	4800	Captain Ritschhoff	Vladivostok
Albatross	German gunboat	400	2	3500	Captain Ritschhoff	Vladivostok
Albatross	General Alava	1200	12	1300	Captain Ritschhoff	Vladivostok
Albatross	German gunboat	480	4	340	Captain Ritschhoff	Vladivostok
Albatross	German gunboat	4800	22	8000	Captain Ritschhoff	Vladivostok
Albatross	French cruiser	4350	22	8000	Captain Ritschhoff	Vladivostok
Albatross	German flagship	7077	15	7500	Captain Ritschhoff	Vladivostok
Albatross	Russian sloop	1200	9	2150	Captain Ritschhoff	Vladivostok
Albatross	German cruiser	1640	8	2800	Captain Ritschhoff	Vladivostok
Albatross	Russian sloop	1330	13	1200	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	500	6	500	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	490	4	500	Captain Ritschhoff	Vladivostok
Albatross	U. S. cruiser	1000	16	1600	Captain Ritschhoff	Vladivostok
Albatross	Spanish transport	1007	3	1000	Captain Ritschhoff	Vladivostok
Albatross	Russian sloop	1200	9	1400	Captain Ritschhoff	Vladivostok
Albatross	U. S. sloop	1370	6	850	Captain Ritschhoff	Vladivostok
Albatross	U. S. flagship	5800	14	18,500	Captain Ritschhoff	Vladivostok
Albatross	Russian gunboat	1490	12	2000	Captain Ritschhoff	Vladivostok
Albatross	Russian cruiser	6000	33	8000	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	445	4	450	Captain Ritschhoff	Vladivostok
Albatross	German gunboat	4400	22	8000	Captain Ritschhoff	Vladivostok
Albatross	Spanish cruiser	8090	19	4800	Captain Ritschhoff	Vladivostok
Albatross	Russian 1st class cruiser	10,380	48	18,500	Captain Ritschhoff	Vladivostok
Albatross	Russian gunboat	950	13	1120	Captain Ritschhoff	Vladivostok
Albatross	German cruiser	2100	14	3100	Captain Ritschhoff	Vladivostok
Albatross	French gunboat	490	4	425	Captain Ritschhoff	Vladivostok
Albatross	U. S. cruiser	1700	16	3500	Captain Ritschhoff	Vladivostok
Albatross	Russian 1st class	1330	12	1470	Captain Ritschhoff	Vladivostok

LIFE OF AN ARCTIC EXPLORER.

SIR JOHN FRANKLIN, R.N.

Sir John Franklin was an Australian Governor as well as an Arctic explorer, though the fact has been forgotten by the light of his more adventurous experiences. Yet the six years' term of his rule in Tasmania between 1836 and 1842 full in the midst of a period not without a certain interest of excitement. For 60 years ago Tasmania was still known by its old name of Van Diemen's Land, and the associations there with were rife and in full vigour. And then he served at sea from boyhood in the days of Nelson. He was signal midshipman on the *Bellerophon* at the battle of Trafalgar, and then and when he participated in an expedition which Mr. Traill in this volume takes an evident delight in dwelling upon. He visited the Arctic region as early as 1820, and again in 1825. It was 20 years after this that he made that last and ill-fated voyage, which has ever since impressed the imaginations of Englishmen as much by the devotion and disinterested hope of his wife as by the doubt that so long overshadowed his own mysteriously tragic end. Of all his Franklin's present biography says to tell the story in this book, but he aims at something more. "What Franklin did may be sufficiently well known to his countrymen already," says Mr. Traill, "what he was—how kindly and affectionate, how modest and magnanimous, how loyal in his friendship, how faithful in his allegiance to duty, how deeply and unaffectedly religious—is what the writer fully succeeds in impressing on the mind of the reader by this charmingly-written biography."

It is interesting to trace here the career of Franklin's connection with the Arctic. His first voyage was made at the age of fifteen in the *Investigator*, commanded by an Australian explorer in the person of Captain Matthew Flinders, who had married the lady's aunt. The ship was bound for the South Atlantic, but when the vessel's rotton timbers began to give way, leaving Flinders barely able to get back to Sydney. Thence young Franklin and his captain went homeward in the *Porpoise*, but struck a reef in Torres Straits, and only made their escape after a long and perilous struggle. Flinders was captured by the French at Mauritius, kept prisoner for six years, and a half, and only got his charts and observations published in England the very day of his death. Young Franklin went home by the *Porpoise*, and then in a naval career between British merchantmen and French men-of-war, which Mr. Traill thinks worthy to rank with that which gave rise to the legend of the "Saucy Arabus." Trafalgar, of course, came after that; but when the time of action came again Franklin's first returned to the sea, and he was so nearly succeeded in circumnavigating. He heard in 1814 from Flinders's naturalist that another voyage to Australia was in contemplation, and he wrote expressing his willingness to go if he could get promotion beforehand, not caring to risk a ship or principal of a college under Franklin's governorship. He would be tempted to emigrate with his family. But his biographer gives a queer picture of public opinion in the House of that day, quoting from the Rev. John West's brightly-written and well-informed "History of the last voyage of Franklin." Franklin followed Colonel Arthur, who had made a host of enemies, and the advent of a sailor in place of the soldier inclined to make the newcomer popular. His hearty frankness made a further favourable impression, and he was received with enthusiasm; but within a short while he was back in a more favourable position of the results of his predecessor's rule, and from that time forth had to struggle with the prejudices of those who looked upon him as a mere tool in the hands of the Arthur faction. His first serious trouble began about the time of his private secretary, Captain Macdonald, who wrote a document criticising the "Jedburgh justice" of the law as applied within the convict system. Against the advice of his officials Franklin kept him in his post, and the writer says that the Governor after a further reason to regret it. But Macdonald is known to have been a man of humane views, and those familiar with his Norfolk Island record would like a little more evidence before they join in the censures of Franklin's biographer. Still it is interesting to find here these echoes of past colonial history, of the early movements towards constitutional government, and of the kind of life lived in the Van Diemen's Land of over 60 years ago. To us, of course the subject is not a new one, but to the English reader of this biography its interest will doubtless be considerably increased by the use made of a wide range of material. The most biographers have at their command. There is a letter here from Disraeli, in which he expresses a hope to Franklin that the "magic power of steam may do what day, and a further reason, permit me to pay you a visit." What Captain Love went on his Antarctic expedition, Franklin was at Hobart Town, and it was from that place the expedition started. The

Intimations.

SIR JOHN FRANKLIN, R.N.

Governor naturally took a great interest in it, and we get here an interesting letter from him to Lady Franklin detailing the results of the expedition after Ross's return; and the biographer notes as a curious coincidence that the *Expedition* and *Terror*, on which Franklin spent much time as they lay on the Derwent before and after their return, were destined to take him on that last voyage to the Arctic regions from which he never returned. We get here an account of Franklin's troubles with his officials, and particularly with Colonial Secretary Macarty, leading up to correspondence with Downing-street, in which the Governor was told that his action was ill-judged and his action in regard to Macarty not sufficiently vindicated. On the receipt of this despatch from Lord Stanley, Franklin immediately wrote demanding the appointment of his successor; but, says the biographer, by an administrative blunder of which the vast absurdity almost dwarfs the monstrousity of the outrage, that successor was already on his way out, and actually arrived four days before the Governor received notice of his recall. He left the colony in the midst of a striking demonstration of public affection and friendliness. A bitter controversy with Lord Stanley followed, of which the biographer tells us as now is the light it throws on the fighting character of the man, and on the preceding few years of Tasmanian history.

Then comes the story of his last Arctic expedition. Franklin showed a passionate eagerness to obtain the command. The Admiralty called on him to report on its feasibility, and soon after he received his appointment. The fortunes of the voyage are too well known, so far as ascertainable, to need reproduction here. It must suffice to say that the biographer tells this portion of his history in an interesting manner, and does not forget to tell the story of the capture of the *Investigator* and the *Terror* by the French at Mauritius, kept prisoner for six years, and a half, and only got his charts and observations published in England the very day of his death. Young Franklin went home by the *Porpoise*, and then in a naval career between British merchantmen and French men-of-war, which Mr. Traill thinks worthy to rank with that which gave rise to the legend of the "Saucy Arabus." Trafalgar, of course, came after that; but when the time of action came again Franklin's first returned to the sea, and he was so nearly succeeded in circumnavigating. He heard in 1814 from Flinders's naturalist that another voyage to Australia was in contemplation, and he wrote expressing his willingness to go if he could get promotion beforehand, not caring to risk a ship or principal of a college under Franklin's governorship. He would be tempted to emigrate with his family. But his biographer gives a queer picture of public opinion in the House of that day, quoting from the Rev. John West's brightly-written and well-informed "History of the last voyage of Franklin." Franklin followed Colonel Arthur, who had made a host of enemies, and the advent of a sailor in place of the soldier inclined to make the newcomer popular. His hearty frankness made a further favourable impression, and he was received with enthusiasm; but within a short while he was back in a more favourable position of the results of his predecessor's rule, and from that time forth had to struggle with the prejudices of those who looked upon him as a mere tool in the hands of the Arthur faction. His first serious trouble began about the time of his private secretary, Captain Macdonald, who wrote a document criticising the "Jedburgh justice" of the law as applied within the convict system. Against the advice of his officials Franklin kept him in his post, and the writer says that the Governor after a further reason to regret it. But Macdonald is known to have been a man of humane views, and those familiar with his Norfolk Island record would like a little more evidence before they join in the censures of Franklin's biographer. Still it is interesting to find here these echoes of past colonial history, of the early movements towards constitutional government, and of the kind of life lived in the Van Diemen's Land of over 60 years ago. To us, of course the subject is not a new one, but to the English reader of this biography its interest will doubtless be considerably increased by the use made of a wide range of material. The most biographers have at their command. There is a letter here from Disraeli, in which he expresses a hope to Franklin that the "magic power of steam may do what day, and a further reason, permit me to pay you a visit." What Captain Love went on his Antarctic expedition, Franklin was at Hobart Town, and it was from that place the expedition started. The

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SHARE LIST—QUOTATIONS.—JULY 4, 1896.

Stocks.	No. of Shares.	Value.	Pay-up.	Closing Quotations, Cash.
Hongkong and Shanghai Bank Ltd.	30,000	125	all	186 1/2 prem., = \$357.50
New Issue				241.10
Bank of China & Japan, Limited	30,000	125	all	186 1/2 prem., = \$357.50
ordinary preference shares				241.10
deferred				125
National Bank of China, Limited	1,000,000	125	all	186 1/2 prem., = \$357.50
ordinary preference shares				241.10
deferred				125
Union Insurance Co., Ltd.	10,000	125	all	186 1/2 prem., = \$357.50
China Insurance Co., Ltd.	10,000	125	all	186 1/2 prem., = \$357.50
Shanghai Insurance Co., Ltd.	10,000	125	all	186 1/2 prem., = \$357.50
Union Insurance Co., Ltd.	10,000	125	all	186 1/2 prem., = \$357.50
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